

AMENDMENTS TO THE CLAIMS

1. (currently amended) A pair of mounted pneumatic tires on a vehicle, each tire comprising a tread portion, a pair of sidewall portions extending inward from both side parts of the tread portion in a radial direction, a bead portion continuously connected to an inner end of the sidewall portion in the radial direction, a carcass reinforcing these portions, a belt arranged on an outer circumferential side of a crown portion of the carcass, and a reinforcing member comprised of at least one rubberized cord reinforcing layer arranged in a tire zone including at least each of the sidewall portions;

wherein a shearing rigidity of the reinforcing member in the circumferential direction, which serves to apply a braking force to the tire, arranged in the same tire at a posture of the mounted tire onto the vehicle is made larger at a first tire zone located at an outside of the vehicle than at a second tire zone located at an inside of the vehicle among the above tire zones; and

wherein the pair of mounted tires are left- and right-wheeled tires symmetrically located at both sides of the vehicle with respect to a center line of the vehicle in a widthwise direction and the pair of mounted tires are constructed so that the reinforcing members arranged in the first and second tire zones are symmetrical with respect to the center line in both tires; and

wherein each mounted tire includes a bead core and a tread, and the sidewall portions are between the bead core and the tread.

2. (previously presented) The pair of mounted pneumatic tires according to claim 1, wherein for each mounted tire, the reinforcing member is arranged in the tire zone ranging from the bead portion to the sidewall portion.

3. (canceled)

4. (previously presented) The pair of mounted pneumatic tires according to claim 1, wherein for each mounted tire, at least one of the number, width, cord stiffness and end count in the cord reinforcing layer of the reinforcing member arranged in the first tire zone is made larger than the respective one in the cord reinforcing layer as the reinforcing member arranged in the second tire zone in the same tire.

5. (previously presented) The pair of mounted pneumatic tires according to claim 4, where the reinforcing member for each mounted tire is comprised of plural reinforcing layers, cords of which layers being crossed with each other.

6. (previously presented) The pair of mounted pneumatic tires according to claim 5, wherein for each mounted tire at least one of the reinforcing layers constituting the reinforcing member is a turn-up reinforcing layer wound around a bead core embedded in the bead portion from an inside toward outside in a widthwise direction of the tire.

7. (previously presented) The pair of mounted pneumatic tires according to claim 6, wherein for each mounted tire, the reinforcing layers are arranged so as to cross cord of the reinforcing layers with each other in portions other than a turnup portion of the turn-up reinforcing layer turned outward in the widthwise direction of the tire.

8-13. (canceled)

14. (currently amended) The pair of mounted pneumatic tires according to claim 1, wherein each mounted tire includes a bead ~~[[cord]]~~ core, a bead filler radially outward of the bead ~~[[cord]]~~ core, and a tread, and the reinforcing member arranged in the first tire zone extends radially outward beyond the bead filler.

15. (canceled)

16. (previously presented) The pair of mounted pneumatic tires according to claim 1, wherein for each tire, the reinforcing member arranged in the first tire zone has the same rigidity in the radial direction as that of the second tire zone, and the shearing rigidity of the reinforcing member in the circumferential direction, which serves to apply a braking force to the tire, is larger at the first tire zone than at the second tire zone.

17. (previously presented) The pair of mounted pneumatic tires according to claim 16, wherein for each tire, the reinforcing member arranged in the first tire zone has the same number, width, cord stiffness and end count in the cord reinforcing layer as that of the second tire zone.